



MID-AMERICA REGIONAL COUNCIL  
AIR QUALITY PROGRAM

# Ozone Standards and Local Implications

August 10, 2016



- **National Ambient Air Quality Standards**
- ***Primary standards*** set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly.
- ***Secondary standards*** set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

# Criteria Pollutants



- Ozone ( $O_3$ )
- Particulate Matter
  - $PM_{2.5}$ ,  $PM_{10}$
- Nitrogen Dioxide ( $NO_2$ )
- Sulfur Dioxide ( $SO_2$ )
- Lead (Pb)
- Carbon Monoxide (CO)

# 2015 Ozone Standard



- 2008 Ozone NAAQS – 75ppb
- 2015 Ozone NAAQS – 70ppb
  - Boundary recommendations due to EPA by October 1, 2016
  - Designations made final by October 1, 2017
- Current KC Design Value: 67ppb



- State Implementation Plans
- Written collaboratively with multiple state and federal agencies
- Contains regulations to show compliance by a certain date, including contingency measures
- Ultimately submitted by each state air agency
- Open for public comment along the way

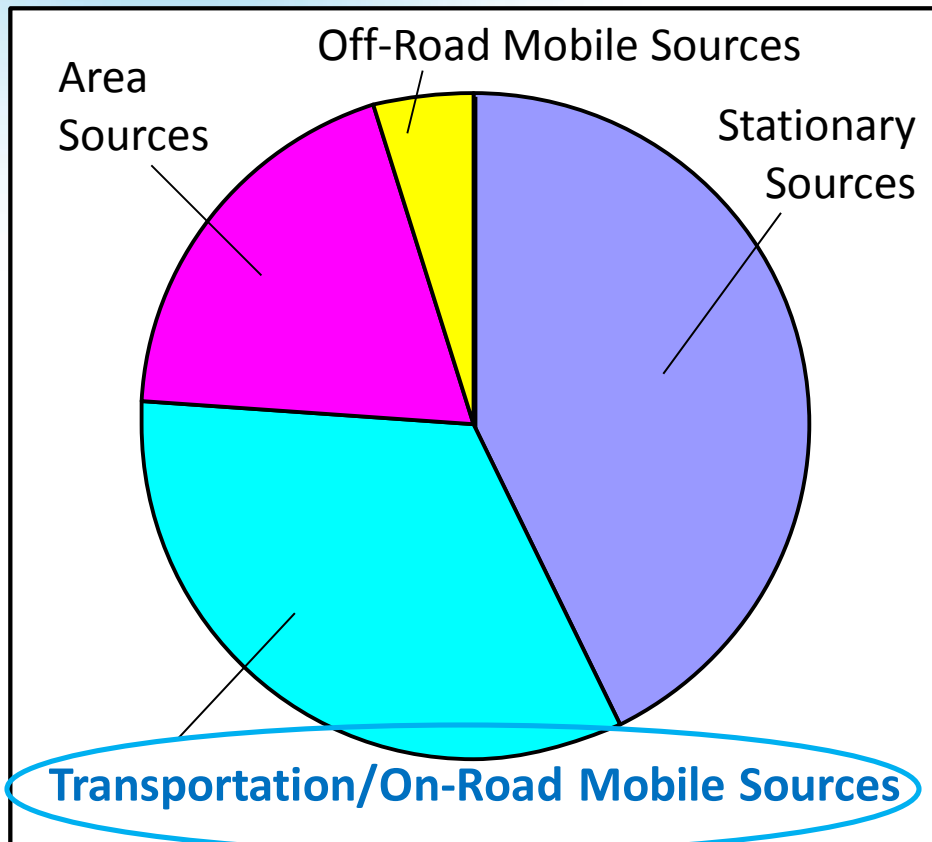


## What is it?

- Conformity is the link between the SIP and the transportation plan/TIP
  - Projected emissions from the transportation plan and TIP must be at or below the SIP budgets
  - Planning assumptions used to develop SIP budgets must be the latest available information (e.g., vehicle types, VMT, population, etc.)

<http://www.epa.gov/airtrends/aqtrends.html#comparison>

# Conformity



- Transportation conformity only addresses air pollution from **on-road mobile sources**.
- On-road mobile sources are emissions created by **cars, trucks, and transit**.



- Nonattainment for 1-hour standard in 1970s
  - First SIP approved in 1979
- Early 1980s – attainment
- Mid 1980s – violations
- Late 1980s – attainment
- 1992 – Maintenance Plan approved, redesignated to attainment



- Mid 1990s – more violations
  - Contingency measures triggered, but allowed to amend providing same emissions reduction
- States asked MARC Air Quality Forum to help review new control measures
  - Ozone subcommittee formed
  - Evaluated RFG, Low RVP Fuel, Stage II Vapor Recovery, 14 different I/M Programs, etc.



- Low RVP Fuel required beginning in 1997
  - 6/1 – 9/15 each year
- What else made it in?
  - VOC reductions for stationary sources
  - Increased monitoring
  - Reduced transit fares on ozone alert days
  - Clean Cities Coalition
  - Traffic signal synchronization
  - Land use planning



- 1999 – Kansas City Fuel Summit Held
  - Discussed options with providers
  - During this time, EPA taken to court at RFG opt-in disallowed
- 2000 – 7.0 RVP and Cold Solvent Cleaning Rules adopted
- 2005 – KCMA designated as attainment for new 8-hour standard
  - Contingency plan acts as guidance through 2014
  - Required due to previous 1-hour nonattainment



- 2005 – CAAP adopted, submitted to EPA
  - 12 member Air Quality Working Group
    - 4 government, 4 industry, 4 community
- 2007 – Violations trigger contingency measures
  - Heavy Duty Diesel Idling Rule
    - Limits amount of idling time at warehousing and pick-up/drop-off facilities, including buses